

STORM PLAYED HAVOC WITH GILL NETTERS

Local gill netters returning to port after hauling their nets for the first time since Thursday night, reported that in many instances considerable damage had been caused by the heavy sea which rolled the nets so tightly that meshes parted, floats came off, and leads were lost. While the damage will not amount to a very large sum, there will have to be considerable mending of nets before they can be of any service again.

Portland Notes

The entire fleet of Portland fishing craft is on the grounds today for the first time since last Thursday, and this afternoon, several of them are expected back in port with fares of groundfish.

Canada Competing in Boat Building.

Maine boat builders are now feeling the competition of a foreign country. To be sure there is not much boat building going on for the fisher folk of the Maine coast this winter, but a good part of what there is is going to Nova Scotia builders.

Labor is cheap in Canada and a supply of desirable spruce well adapted to boat building, is easily available. As a result the Canadian builders can build a boat for approximately 50 per cent. less than Maine builders who must pay much higher prices for their lumber and who cannot work so cheaply.

There are stories that some of these Canadian boats get over to owners in the states without payment of duty, but even if the full duty is paid the craft are still very much cheaper in price than they can be built for in Maine. Canada has secured practically full control of the lobster industry and nearly put our lobstermen out of business. Norway monopolizes the sardine industry and promises to send our sardine factories after their forerunners, the porgy factories. Now the Canadian boat builders have our native builders worried.

MAKE APPEAL TO SAVE THE STATE'S GREAT INDUSTRY

Fishermen Give Testimony to Ruin Caused by Importation of Fish— Believe Uncle Sam Should Aid

(Special to the Times.)

State House, Boston, February 2.—

The sacred cod and kindred members of the finny tribe appealed to the Committee on State Administration to save the fish industry from utter oblivion in Massachusetts.

Tales of men financially ruined by the continued descent of the price of fish foods were told to the committee members.

Principally, it was agreed by the proponents of the measure, which provides for the advertising of fish foods by state departments and other methods for increasing the use of fish, the fishermen are being ruined by competition from the Dominion to the North and Japanese fishermen.

Fishermen Give Testimony.

Scores of practical fishermen crowded the committee room to give testimony regarding the decadence of the industry or to give moral support to the arguments of their leaders.

Capt. Val O'Neil appeared as one of the proponents and told of losing his all in the business—\$35,000 in cash and his boat as well.

Among the principal speakers for the measure were John T. Scully, executive secretary of the Industrial and Development Commission; Frank S. Davis, manager of the Maritime

Association of the Boston Chamber of Commerce; Mayor John E. Parker of Gloucester; Edward H. Cooley, manager of the Massachusetts Fisheries; Representative Harold B. Webber of Gloucester; Robert J. Pratt, representing the Massachusetts State Federation of Labor; Charles F. Dutch, counsel for the Fishing Masters Association and Christopher J. Halligan, Jr., member of the firm of O'Hara Bros, fish dealers.

All witnesses agreed that promotional propaganda by the state is necessary to save the industry from extinction.

Mr. Cooley said that one cause of the decline is the depreciated currencies of other nations, which make the United States today practically a free trade country.

Federal Government Should Aid.

The various speakers agreed, in reply to committee questions that the federal government should take some action in the direction of evening up the difference in cost of imported fish, through the assessment of added cost for depreciated currencies.

Capt. O'Neil said he stayed in business until he could no longer provide food and clothing for his men and predicted the failure of other ship captains very soon unless some means is quickly found to aid them.

No opposition appeared and the hearing was closed.

Feb. 2

SAYS O'MALLEY AND RADCLIFFE SHOULD REMAIN

Writing in a recent issue of the Fishing Gazette, Donald K. Tressler, chief chemist at the local plant of the General Seafoods Company, has the following article of interest to those of the trade:

The commissioner and deputy commissioner of fisheries are both presidential appointees, and, unless the industry makes it clear to President-elect Franklin D. Roosevelt that it desires the retention of the present incumbents in these offices, there may be a change when the new President takes office. The work of the bureau is scientific and not political in nature. In the past the commissioners and deputy-commissioners have been chosen from scientists in the bureau. If these positions are made political plums and politicians are appointed to direct fishery research, the result would certainly be harmful to the constructive program of the bureau.

Mr. O'Malley has been in the bureau for 36 years. Dr. Radcliffe has been with the bureau since 1907. Their long years of experience in the Bureau's work has fitted them ideally for their positions. Certainly they should not be replaced with politicians having little scientific training and knowledge.

Since Henry O'Malley and Lewis Radcliffe have been in charge of the bureau each and every person connected with the fishing industry has been welcome at that institution. They have been anxious to discuss fishery problems in order that they might learn how they could help. They have helped the industry in tariff and marketing problems, as well as in fish cultural and technological matters. Such cooperation merits the continued support of the industry.

The Commissioner's Record.

Mr. O'Malley entered the fisheries service in 1897. He has advanced through the various grades including superintendent of the Washington station, chief of division of fish culture, chief of Pacific coast operations, and was appointed commissioner of fisheries May 13, 1922.

For three years prior to becoming commissioner he studied the Alaskan salmon fishing operations. Since becoming commissioner he has changed the salmon fishing regulations so that the decline of the runs have been checked.

He has concentrated the efforts of the bureau's biologists on the major scientific problems of the more important commercial fisheries. Regional directors in charge of the activities of the division of scientific inquiry have been established; this has brought the scientists of this division into much closer contact with the industry. The oyster industry has benefited especially by this policy.

Since Mr. O'Malley has been commissioner, the bureau has obtained the close cooperation of the Canadian government in effecting regulations for the conservation of the North Pacific halibut and salmon fisheries, and the Great Lakes fisheries. This cooperation has extended to the coordination of research programs dealing with the study of the fisheries of the North Atlantic and the Great Lakes.

Dr. Radcliffe's Record.

Prior to 1916 the United States Bureau of Fisheries concerned itself principally with the biology, pathology, and natural history of fishes and the re-stocking of our inland waters through fish culture. In that year, Lewis Radcliffe was appointed chief of the division of statistics and methods. Dr. Radcliffe had the interests of the commercial fisheries at heart and immediately began to change the work of his division from merely that of collection of statistics and information concerning the fisheries to include the study of means of improving commercial methods, the introduction of new methods, researches on the utilization of by-products, the study of the value of fishery products and the dissemination of information on these subjects obtained both by his organization and all other research agencies.

Dr. Radcliffe took into his division several well-trained technologists and chemists and constructed and equipped the first fishery products laboratory in this country. From that laboratory came much of the early information on brine freezing, some improvements in processes of salting fish, marked improvements in the processes of preparing sardines for canning, novel methods of net preservation, much valuable information concerning the nutritive value

LOCAL DEALERS WELL SUPPLIED

TWENTY-FIVE DRAGGERS AND
TRAWLERS ARE REPORTED
TODAY.

Local dealers, after having been short for nearly a week, took in a good supply of fresh fish this morning, when 25 boats discharged their fares at various wharves. The fares ran from 400 pounds in the trawlers, up to 3000 pounds in a dragger.

Hall & Murray had fares from nine trawlers aggregating nearly 10,000 pounds. The Producers' Fish Company had eight draggers and a trawler, Murray & Tarr had four trawlers and a dragger. Only three gill netters lifted their gear yesterday, bringing back 3500 pounds of fish between them.

Gloucester Arrivals and Receipts.

The arrivals and fares in detail:

Bethulia, dragging, 800 lbs. fresh fish.
St. Provvidenza, dragging, 2000 lbs. fresh fish.
St. Peter, dragging, 2000 lbs. fresh fish.
C4188, trawling, 2000 lbs. fresh fish.
Governor Al Smith, dragging, 3000 lbs. fresh fish.
C4261, trawling, 1000 lbs. fresh fish.
Angle and Vence, dragging, 3000 lbs. fresh fish.
Gwendolyn K., trawling, 1500 lbs. fresh fish.
Florence and John, trawling, 1000 lbs. fresh fish.
C2025, trawling, 1000 lbs. fresh fish.
Joe Mitchell, trawling, 1100 lbs. fresh fish.
St. Rosalie, dragging, 2000 lbs. fresh fish.
C6126, trawling, 2100 lbs. fresh fish.
Jupiter, trawling, 600 lbs. fresh fish.
Sally Joseph, trawling, 1000 lbs. fresh fish.
A5953, trawling, 2200 lbs. fresh fish.
Helen L., trawling, 700 lbs. fresh fish.
E500, trawling, 800 lbs. fresh fish.
C4020, trawling, 400 lbs. fresh fish.
Sloop Lillian, trawling, 1500 lbs. fresh fish.
Ardella, trawling, 500 lbs. fresh fish.
Antonina, dragging, 1000 lbs. fresh fish.
Capt. Drum, dragging, 1000 lbs. fresh fish.
Paolina, dragging, 1000 lbs. fresh fish.
Carlo and Vence, dragging, 1000 lbs. fresh fish.

Yesterday's Gill Net Receipts.

Edna Fae, 1000 lbs. fresh fish.
Elizabeth and James, 1500 lbs. fresh fish.
Enterprise, 1000 lbs. fresh fish.

Sailed.

Nephtys, trawling.
Bape Sears, dragging.
Little Ruth, trawling.
Geraldine and Phyllis, dragging.

Fitting for Halibuting.

Sch. Grand Marshal, docked at the United Sail loft pier, has started fitting for halibuting and will probably go out in command of Capt. Albert Grimes.

PORT OF GLOUCESTER.

Arrived.

Barge Cacoosing, Philadelphia, with cargo of coal for Griffin & Company.

SMALL RECEIPTS AT BOSTON PIER

FLEET OF 34 VESSELS ON HAND
BUT FARES ARE
LIGHT

Meagre receipts, considering the size of the fleet, were landed at the Boston fish pier this morning. Thirty-four vessels were in the dock at the opening, six of them steamers, but their cargoes totalled only 280,000 pounds of groundfish and 185,000 pounds of mixed fish.

The market, which stiffened and brought the winter's record prices yesterday, continued strong although all varieties were off. Haddock sold at \$6 to \$6.50; large cod, \$4.50 to \$5 and markets, \$4 to \$4.50.

The Yarmouth steamer had a shipment of 197 crates of live lobsters in her cargo yesterday.

Boston Arrivals and Receipts.

The arrivals and fares in detail:

Str. Dartmouth, 17,000 haddock, 8500 cod, 11,000 mixed fish.
Str. Fordham, 21,000 haddock, 4500 cod, 11,000 mixed fish.
Str. Holy Cross, 20,000 haddock, 8500 cod, 17,000 mixed fish.
Str. Ripple, 16,000 haddock, 12,000 cod, 24,000 mixed fish.
Str. William J. O'Brien, 17,000 haddock, 26,000 cod, 10,000 mixed fish.
Str. Cambridge, 21,000 haddock, 37,000 cod, 9000 mixed fish.
Elvira Gaspar, 16,000 haddock, 6500 cod, 4000 scrod.
Dacia, 2500 haddock, 2000 cod, 2500 mixed fish.
Mary DeCosta, 9500 haddock, 1600 cod, 3100 mixed fish.
Funchal, 1800 haddock, 1000 cod, 2000 hake.
Ethel B. Penney, 5000 haddock, 1000 cod, 5000 mixed fish.
Evalina M. Goulart, 11,000 haddock, 500 cod, 6800 mixed fish.
Gertrude DeCosta, 10,000 haddock, 3200 cod, 10,500 mixed fish.
Mary M., 7700 mixed fish.
Albert D. Willard, 6000 mixed fish.
Margaret D., 3200 mixed fish.
Little Joe, 5500 mixed fish.
Josephine, 5100 mixed fish.
Rose and Lucy, 5300 mixed fish.
Lawrence Scola, 3200 mixed fish.
Josie II., 1000 mixed fish.
Virginia and Mary, 3300 mixed fish.
Rose Marie, 4200 mixed fish.
Serafina N., 4900 mixed fish.
Santina, 3400 mixed fish.
Maria Concetta, 2000 mixed fish.
St. Theresa, 2000 mixed fish.
Four Sisters, 400 mixed fish.
Two Sisters, 2700 mixed fish.
Mary and Grace, 3000 mixed fish.
Camella Maria, 2300 mixed fish.
St. Michael Angelo, 2900 mixed fish.
Victoria, 2000 mixed fish.
Maria Guiseppi, 3400 mixed fish.
St. Joseph, 3800 fresh fish.
Kid Roberts, 2400 fresh fish.
St. Provvidenza, 2700 fresh fish.
Haddock, \$6 to \$6.50 per cwt.; large cod, \$4.50 to \$5; market cod, \$4 to \$4.50; hake, \$3; pollock, \$2 to \$2.25; cusk, \$2; gray sole, 5 cents pound; lemon sole, 7 1-4 cents; black backs, 5 cents; yellow tails, 2 to 3 cents; dabs, 1 cent to 1 1/2 cents; spawn, 8 cents; calish, 2 cents to 2 1/2 cents.

60 Years Without Loss.

Sixty years of active service piloting ships into Louisburg harbor without the loss of a man or a ship is the proud record of the Louisburg pilots. While engaged in their duties four members have lost their lives. They are George Dickson, Capt. Dan Townsend, Philip Townsend and John Townsend. Carrying on with the work and keeping this fine record intact are John Power, John Tutty, William Williamson, Thomas Wilcox, John Kelly, W. D. Lee, George Harris and G. Wilcox.